

Maritime Security Expo 2005  
4<sup>th</sup> Annual Expo and Conference  
'Lessons learned from September 11<sup>th</sup>'  
Presented by F. Brooks Royster, III  
September 21, 2005  
New York, New York

Good morning.

Recently, I realized that it had been four years since September 11<sup>th</sup>

Like many Americans, over the next few weeks and months, I had expected to see another attack in one form or another. That expectation fortunately never materialized.

In the four years since 9/11, we have made considerable strides in securing our ports and thereby securing cargo and protecting members of our communities.

We, however, still have work to do.

In the past, security centered in interdicting illegal contraband or illegal aliens, or stopping pilferage today our primary port and terminal security concerns turn to Weapons of Mass Destruction, whether it's in the form of a bomb or a vial.

Although the Federal Government has stepped up to the plate, they can't take a few swings at the security ball then remain in the clubhouse.

With the requirements brought to us by the MTSA, it is essential that more dollars be provided for the nation's ports.

Ninety-five percent of all consumer goods come in on ships.

Significant terrorist disruption of water-borne commerce would reap havoc. Within a short duration, our economy would be impacted

An example of this can be found by the relatively narrow scope of ports that Hurricane Katrina hit, and the disruptions felt in the logistics chain by this natural disaster.

That's why we must continue our vigilance and the building of a better system when it comes to security.

The system has to be efficient, cost-effective, quick in response and the re-start of cargo flow so as to not hinder commerce too badly.

One part of that system isn't mechanical; it's people.

People with the know-how and experience to handle a situation, if it should arise.

Ports and terminals in the U.S. depended in the past on two entities for oversight: CBP and USCG.

We learned that local jurisdictions wanted to step in with mostly disastrous results.

They wanted to institute policies and procedures that were untried and disruptive.

This is not to say they should not be involved, but before hand...not in the aftermath.

We must involve local entities and more specifically the people in those entities in the planning process so that a feeling of competence exists within the bodies.

One way to have those kinds of individuals is by training, specifically tabletop exercises and actual drills.

**Over and over** again. With hot-washes afterwards. Every time one is completed something new is learned. What you didn't know in the first exercise you knew in the second one.

And what you didn't know during the course of the second one, you did in the third.

Local government agencies: city, county and state, should be brought to the table, because in a situation the odds are that the incident will have local jurisdictions being first responders.

Creating a unified team on all levels can help avoid so many of the horrific mistakes made during the aftermath of the recent hurricane.

It is the locals who know where the placement sites are; it is the locals who have the contacts; it is the locals who know their city, county or state, better than any outsider.

Don't get me wrong, outside help is welcomed, but it should be as a compliment to, not as defector.

If we know whom our regional counterparts are and if we have worked with them during training and drills, then we stand a better chance at success.

Another component to preparedness is community awareness with ports providing outreach to insure that our neighbors know we are working diligently to ensure that their homes, their communities and families are protected to the best of our collective ability.

Ports in the past have had the tendency to be insular, and distant from the mainstream of the communities they served.

Frankly, **most citizens** have little awareness of ports and port activities.

Creating a higher profile about what we are doing in the arena of security provides better understanding of security efforts and hopefully, helps people feel better about our efforts; without the disclosure of specific plans or SSI information.

We all have to work together, not apart, if we want to continue our way of life, and of course see the continued flow of commerce coming into our ports.

We have to learn to be willing to put our egos and "official positions" aside when necessary, and work as a team with one objective.

And we must learn how to communicate to non-maritime interests.

That means listening and being willing to share with other port communities what we have accomplished in order to help preserve what we all have labored so hard for via best practices.

I don't know if we will ever experience what we did four years ago, but if we do... we must be prepared.

And the best way to be prepared is to know our weaknesses, correct them and strengthen what we have now and be ever vigilant and work as one.

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